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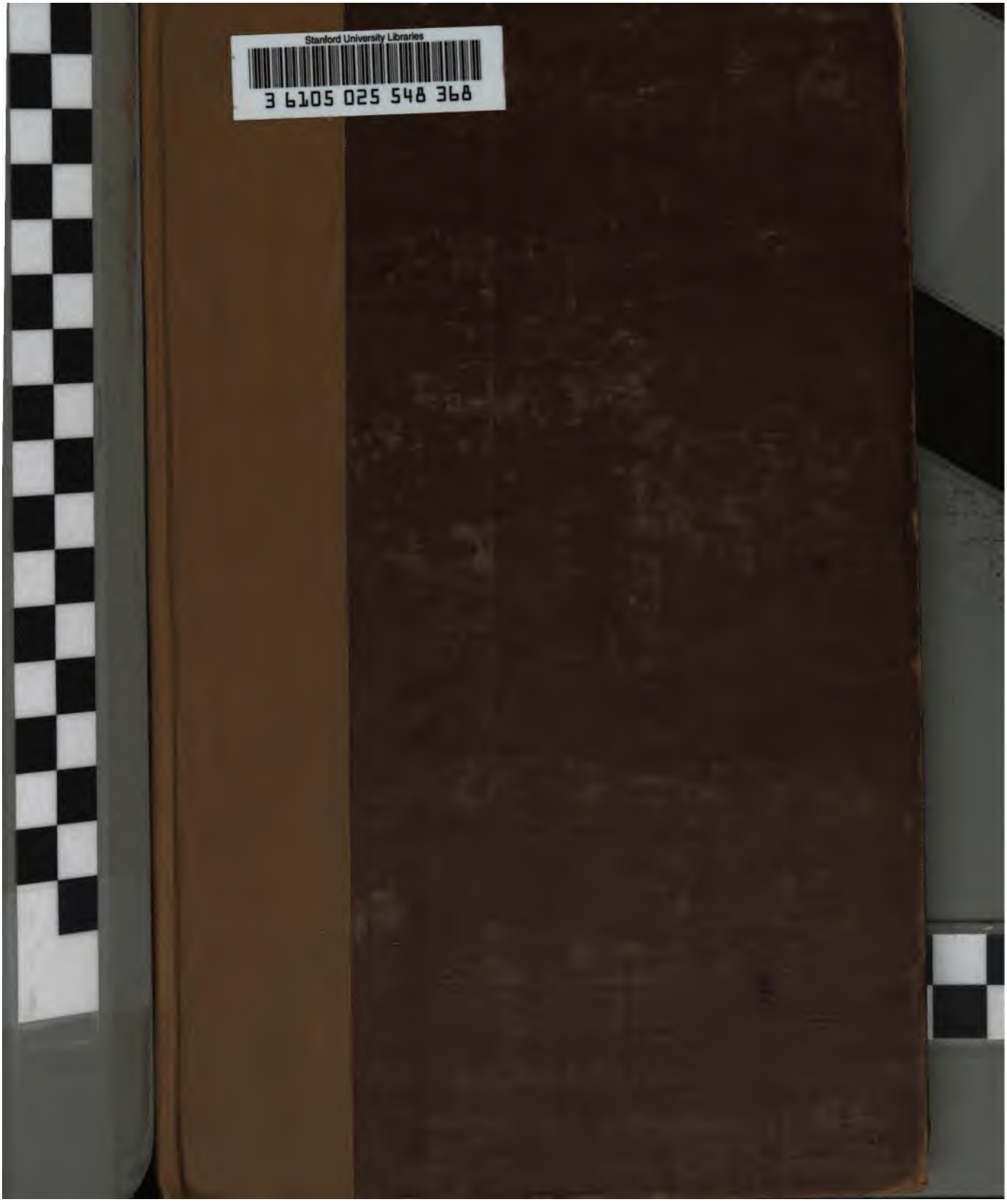
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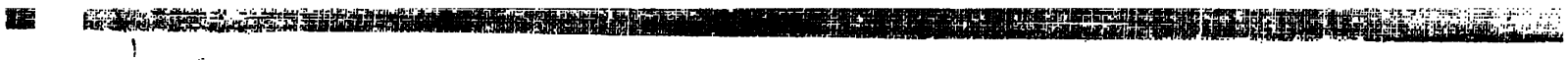

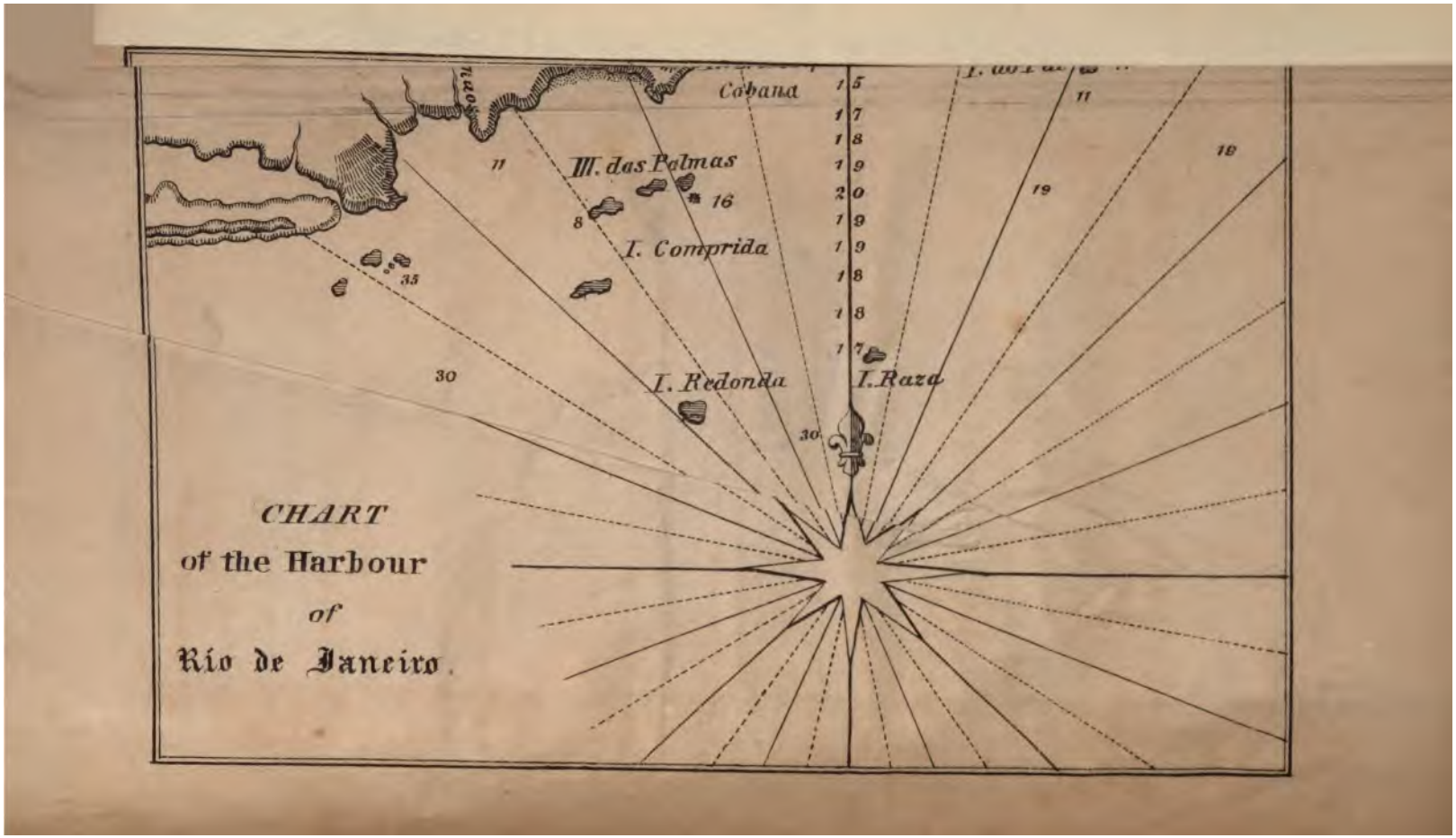
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I. das Palmas
I. Comprida
I. Redonda
I. Raza
CHART
of the Harbour
of
Rio de Janeiro.

C Branner
Feb. 1899

A

VIEW OF THE COMMERCE

BETWEEN THE

UNITED STATES

AND

RIO DE JANEIRO, BRAZIL:

INCLUDING

The Number of Arrivals of American, English, French, and all other Foreign Vessels, with the exact Amount of their respective Importations for the month of January, up to the month of September, 1836, inclusive.

WITH

A succinct Statement of the General Commerce with Rio de Janeiro, and the other Commercial Ports of the Empire frequented by American and European Vessels; their Geographical Positions, Products, and Population, General Imports from the United States, and Exports in return from Rio de Janeiro; General Tariff for 1837; Extent in 1838.

EMBELLISHED WITH

A FULL AND COMPREHENSIVE MAP OF THE ENTIRE HARBOR OF RIO DE JANEIRO, SOUNDINGS AND ANCHORAGE.

BY JOHN M. BAKER,

LATE UNITED STATES CONSUL FOR RIO DE JANEIRO AND DEPENDENCIES.

WASHINGTON, D. C.

PRINTED AT THE OFFICE OF THE DEMOCRATIC REVIEW.

1838.

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RESPECTFULLY DEDICATED

TO THE

Commercial Community of the United States:

The Author, formerly Consul of the United States, in the Mediterranean, and publisher of a work entitled, "A View of the Commerce of the Mediterranean," published in Washington City, in 1819,—and from 1832, United States Consul at Rio de Janeiro, Brazil, who now respectfully offers to his fellow citizens this small work, being "general information of the commerce between the United States and Rio de Janeiro," resulting from a practical knowledge of business, and facilitated by the knowledge of the language, with the geographical position, products, population, &c., of the different ports in the Empire, likewise frequented by American Vessels, viz:—Bahia, Pernambuco, Maranhan, Para, Santos, St. Catharin's, and Rio Grande do Sal,—his labours proving useful to our interesting and extensive commerce, and favoured by the approbation of an enterprising and enlightened people, will attain his utmost wishes and highest gratification.

JOHN M. BAKER.

A VIEW, ETC.

The United States trade with Rio de Janeiro, is considerable from the quantities of coffee exported homeward, and many yearly shipments by American orders to the North of Europe, Antwerp, and Trieste.

Its general imports are that of flour, of which article there is an annual consumption in the city and province of from ninety to ninety-five thousand barrels, the adjacent coast likewise calls for a constant supply, and it is only when the crops have failed in the United States that recourse has been had to other countries. That generally to the Cape of Good Hope for wheat; and partially to the South of France for small supplies of flour. In 1837 considerable quantities of flour were imported at Rio de Janeiro from Bordeaux, &c.

Tea, an article of common use and of great consumption, is now imported from the United States in consequence of the decrease of the trade of this country with the East Indies—quantities of European merchandise are imported from the United States, especially such as are debenture goods, consisting of cordage, Russia ducks, nankeens, and India goods, generally, &c., likewise home manufactured stout and low priced

cottons, sperm candles, soap, &c., &c., and of late some few cargoes of ice have arrived from Boston, which have paid a handsome freight. Apples have proved to arrive sound in these vessels, and in small parcels, say of one hundred barrels, have sold for ten dollars per barrel. Some few whalers, especially from the coast of Patagonia, touching here for provisions, have generally sold their oil to advantage; lumber and spars, have also paid a good freight.

Our vessels return principally to the United States, some likewise are ladened for the North of Europe and a few for Trieste, &c.

The bulk of their cargoes consist of coffee, the product of the Province of Rio de Janeiro, and ports adjacent, brought round by coasters, and that from the interior by the conveyance of mules.

Sugar is likewise shipped, as well as ox and horse hides, and ox horns with choice woods for the making of cabinet furniture.

N. B. The nett proceeds of a cargo of flour, say three thousand barrels, being upon on average, about thirty thousand dollars. When such articles composes the bulk of the cargo—arriving to take in a return cargo of coffee, the said coffee at an average will amount to upwards of fifty thousand dollars, consequently the deficiency is in general made up by bills drawn on London by the purchaser, and in case of little or no cargo being shipped in the United States for this operation, a credit

on London is commonly sent to the purchaser here, to avail of favourable exchange to realize the necessary funds for said purchase, and a certain number of vessels from Boston arriving here for coffee, come in ballast, of late some with ice, and generally the amount necessary for the purchase of a cargo of coffee, is remitted in bills on London. When bills are not sent, specie is remitted, say, in gold "Spanish doubloons' or in silver "Spanish pillared dollars." This money is exchanged at the most favourable rate for paper currency of the country to satisfy payment for the produce purchased. The commercial transactions at Rio de Janeiro, as regards operations of paper, are influenced by the amount of bills in market on London, or vice versa, the deficiency. Considerable sums are required for remittances at all times to satisfy in part the amount of heavy shipments of manufactured goods, &c., constantly sent from England, Ireland, and Scotland, to their factors or agents here. Therefore the rise or fall of exchange between this city and London, wholly depends upon casualty which cannot be foreseen, and the case has occurred, when on the meeting upon the exchange at the hour of ten, bills have been sold for thirty-six pence sterling per mil reis, and before exchange hours were over, operations have been transacted at thirty-four, and even thirty-two pence per mil reis, and upon other occasions vice versa; thence the instability and fluctuations of exchange negotiations in this city.

Exchange on the United States is very nominal, and it is seldom that purchasers offer for purposes of commerce, for the reasons before stated, that the amount of exports homeward and American orders for Europe do considerably exceed that of imports; thence, unless by some very favourable occurrence, drafts upon the United States can seldom be negotiated with equal advantage of drafts upon London. Gold and silver are an article of speculative exchange which varies daily, and is influenced by the paper exchange on London, (likewise momentarily by the importation of certain portions of foreign gold and silver coins,) which of late has not varied from more than five to ten per cent. either in increase or decrease. Accounts are kept in reis, viz: one thousand reis, one mil reis, which mil reis, if the Spanish dollar is worth fifteen hundred reis, would, in such case, be two-thirds of a dollar; say sixty-six and two-thirds cents United States currency. It is necessary here to note that as the value of the Spanish dollar has no fixed standard, and fluctuates according to the quantity of silver or gold coins in market, the value of whichis regulated by the rate of exchange on London; thence the impossibility of stating the exact value of the Spanish dollar in currency of this city, but at the moment of operations. On arriving at Rio de Janeiro in February, 1832, the Spanish dollar was then worth in market seventeen hundred reis, a few months after it was not worth more than twelve hundred and fifty reis,

it continued a very considerable time at from that to thirteen hundred *a* thirteen hundred and fifty reis and upwards the dollar. In 1836 it took some rise in exchange value, say fourteen hundred, fourteen hundred and fifty, fifteen hundred reis, and when the author embarked at Rio de Janeiro, returning home, on the thirty-first August, 1837, it had risen to over sixteen hundred per Spanish dollar. The dollars of the South American Independent States have been, and continue to be, in exchange for paper currency under the value of the Spanish dollar, varying, say from six to eight per cent. upwards. The Patriot doubloons upon the same principle.

The Empire of Brazil have, of their own coinage, gold and silver coins, these are rarely circulated for business transactions. Their general receipts and payments are in paper of the City Bank, and the minutia currency of daily and necessary expenditure is in copper coin—the one this day extant of the highest value is two vintems or forty reis; there is also one of the moiety of this value, say one vintem or twenty reis.

N. B. The copper coin above stated, valued at forty reis, is a coin formerly valued at eighty reis, which the Government, in 1837, had restamped with the mark "forty" over the former mark, eighty reis, which operation the Government undertook by calling in the eighty reis pieces, and paying their amount in weight equalizing the value; this was generally understood as

a mild, judicious act of the Government to prevent the extension, and indeed the whole of the introduction, in the Empire, of the immense amounts of counterfeit "eighty" reis pieces. Which act could not less than prove effectual from the difference in the weight of the copper. Weights and measures, in usage at Rio De Janeiro, viz:

One quintal is four arrobas, one arroba thirty-two pounds Brazilian, one hundred pounds Brazilian weight equal to one hundred and two pounds United States weight; the common weight of a bag of coffee, shipped for foreign market at this port, weighs, by commercial usage, nett, five arroba, or one hundred and sixty Brazilian pounds. The measure in general usage for liquids is the medida, equal to fourth-fifths of a gallon, United States measure. The grain measure in general is the alquiére, which exceeds something over the bushel, United States measure.

The United States have a squadron station rendezvous at the harbour of Rio de Janeiro, at which place arrives a timely supply of provisions, (and some slops,) such as are in daily consumption on board our vessels of war abroad; the bulk of which consists of bread, flour, beef, pork, butter, cheese, whiskey, vinegar, molasses, &c. This supply is forwarded of the best kinds, under the direction of the honourable Board of Navy Commissioners. The store-house for the deposite of the United States naval stores is situated upon the Island

of Cobras, nearly in front of the arsenal—for which a yearly rent of two thousand mil reis had been paid, and was so continued. Soon after John Martin Baker took charge of the stores, he obtained a store-house of equal capacity, and every necessary advantage for twelve hundred mil reis per annum, a saving to the Government, of eight hundred mil reis a year; and upon his arrival at Rio de Janeiro, a Government export duty was then continued to be exacted; but, by unremitted exertions, and fostering the good opinion and friendly disposition of the competent executive officers, he had the satisfaction to land, and store, *free of all duty*, the cargoes of public stores for the use of the United States vessels of war, received per—

Brig Serene, from Baltimore, invoice am't.			$19,669	42
Ship Oneida,	"	"	867	80
Brig Barbara, Washington	"	"	18,746	61
" Brutus, New York	"	"	14,053	76
Bark Ohio, Washington	"	"	20,152	12
Amounting to			$73,489	71

Saving to the Government, in this particular instance, of at least three thousand dollars. As an agent he did his duty, and was successful for our public good. The export duty has since been renewed.

The United States squadron upon the Brazil Coast, in 1832, consisted of two corvettes, the Lexington

and Warren, and two schooners, the Enterprise and Boxer. In August, 1837, there was the sloop Fairfield and Brig Dolphin. Since which arrived in the harbour of Rio de Janeiro the ship Independence, bearing the broad pendant of Commodore Nicholson.

The English merchant vessels arrive in numbers, say nearly two hundred annually, from Liverpool, London, and other ports of England, Ireland, Scotland, and the Isles of Guernsey, Jersey, &c. This city and Province is principally supplied from England with woollens, cottons generally, hosiery, saddles, shoes, boots, and most articles of cutlery, hardware, earthen and glassware, pickles, and sauces, cheese, &c., &c.; from Ireland—linens, butter, beef, pork, potatoes, &c.; from Scotland—carpeting, coarse woollens, &c.; and from the Isles of Guernsey and Jersey—abundance of potatoes, butter, &c., &c. When discharged, many are ladened here with coffee for the United Kingdom of Great Britain. Some to the Mediterranean, and others in ballast to other ports of Brazil to take in cargo.

The English merchants, agents, factors, and brokers, at Rio de Janeiro, compose a large and respectable body.

There are an established line of British packets between Falmouth (England) and Rio de Janeiro, as well as a line between Rio and the river of Plate; these last sail for Montevideo and Buenos Ayres forty-eight hours after the arrival of the packet from Falmouth. This

harbour is one of their (the English) foreign stations, commanded by an Admiral of the Rear. The present flag ship is the frigate Dublin, Rear Admiral, Sir F. S. Hammond, Bart.; ——— Tate, Esq., Captain. The French have a direct trade with Havre, Bordeaux, &c.; and supply this market with wines, brandies, oil, cheese, pickles, preserved fruits, cordials, saddles, silk hosiery, paper, ladies' shoes, some light cloths, jewellery, silk fancy goods, &c. The French merchants here are few and respectable. The French store-houses are numerous, these last occupy the whole of a spacious central street, Rua d'Ouirdor-d'Ouirdor, containing considerble value in jewellery, silks, fancy goods, &c., &c. Their return cargoes, in general, are choice coffee, and cabinet furniture wood, &c.

Within the last five years the French trade has considerably increased. France has here a naval station, under the command of a Rear Admiral.

Danish, Swedish, Hamburgese, Dutch, and Belgian vessels frequent this harbour; their cargoes consist generally of the produce and manufacture of their own countries, quantities of iron, cordage, spars, tar, &c.; household ready made furniture, piano fortes, and all description of musical instruments, platillas, fine linens, Holland gin, cheese, &c. &c. Their return cargoes are in general in the articles of coffee, sugar, and choice cabinet furniture woods, those in common return home; but many take freights for the United States and Europe.

The Portuguese of late arrive from Portugal in numbers, and are the general suppliers in this market, of O'Porto and Lisbon wines, olive oil, linens of all kinds, and most articles of provision for domestic consumption; likewise Princera snuff, esteemed in preference to every other. It commonly sells high, at the least two dollars per pound; and the quantity consumed is very considerable.

The Sardinians this day carry on a brisk trade with this place, principally from Genoa; their cargoes consist generally of olive oil, light wines, olives, maccaroni, preserved fruits, paper, velvet, lace, hats, silks, ladies' shoes, &c. Their return cargoes are, in common, coffee, sugar, ox hides, &c.

Austrian vessels arrive at this port; they are generally on freight, and likewise sail freighted, either for the United States, for Lisbon, or the Mediterranean.

Spanish vessels arrive here frequently of late, with cargoes, the produce of their own country, consisting of brandies, plain and anniseed; wines, paper, raisins, grapes, olives, silks, &c.; and most commonly proceed to the river of Plate, thence to the Havana, with jerked beef; at Havana they take in a cargo of sugar, &c., and return home, where the concern of the voyage is closed.

Some vessels under the Papal flag, Neapolitans and Tuscans, arrive here; the Neapolitans commonly are laden with the produce of Sicily, and silks, shoes, &c.,

&c., from Naples, and return home with coffee, sugar, ox hides, &c.

The Romans and Tuscans generally come with freight, and take, returning home, the freights offering.

Vessels under the Argentine flag are constantly arriving from Montevideo with jerked beef, &c., and return with sugar, rum, &c.

DECREE, PORT REGULATIONS.

The Regency, in the name of the Emperor, by virtue of the authority which the law of the fifteenth of November of the present year confers on the Government, to reform the Custom Houses of the Empire, Decrees the following:

TITLE I.

REGULATIONS OF THE HARBOUR OF RIO DE JANEIRO.

CHAPTER I.

Stations appointed for Anchorage.

ARTICLE I.

There shall be three places of anchorage in the harbour of Rio de Janeiro for Merchant Vessels—viz:—One for such as enter in franquia, or are compelled to enter through any maritime necessity or accident, another for such as intend to discharge, reëxport, or enter goods on bond, and another for such vessels as are loading.

ARTICLE II.

For such as enter in franquia, the anchorage appointed is within a line drawn from the Fort of Villagaignon

unto Boaviagem, and another from the point of the Military Arsenal unto Gravata, within which space the vessels are to anchor, midway across, and in two or more lines from North to South.

ARTICLE III.

For such Vessels as intend to discharge, reexport, or bond, the anchorage appointed is within the space between the Island of Cobras and the Island of Enxadas reckoning from the most eastern point of each, and a direct line drawn from the Trapiches or Stores for wood on the Island of Cobras unto the Southwest point of the Island of Enxadas. The Vessels are to anchor within these limits in lines Northwest to Southwest having their studding sail and jib-boom unrigged and drawn in, leaving free for navigation the space between them and the Island of Cobras.

ARTICLE IV.

The anchorage appointed for Vessels receiving cargo, is the space from the Trapiche do Sal unto that of the Saude, within which such vessels are to anchor in one or more lines Northwest and Southwest leaving sufficient room between them and the city for coasting vessels to pass and discharge the produce of the country in the Trapiches which lay opposite this anchorage,

and also the necessary space required for the building of Vessels or for those undergoing repair.

ARTICLE V.

In the preceding regulations are not included Coasters coming from the provincial ports or other parts of the Empire, where there are no Custom Houses, as such Vessels will continue to anchor in their usual anchoring ground.

CHAPTER II.

Guard or Watch for the Anchorage.

ARTICLE VI.

There shall be seven Vessels appointed as a Guard or Watch for the anchorage, the unarmed Vessels of war to have the preference—viz: For the anchorage appointed for Vessels entering in franquia, two—three for that appointed for the place of discharge—and two for the anchoring ground of Vessels receiving cargo—they are to anchor in such a situation as will be most appropriate for the Guard or Watch of those Vessels at anchor in their respective anchorages.

ARTICLE VII.

Besides the foregoing, there shall be one constantly outside the bar of this port, to hinder smuggling on the coast.

ARTICLE VIII.

The number of crew, or complement, the force, and detail of ordinary service of such Vessels or boats appointed for the Watch or Guard of the anchoring grounds, will be fixed by the Judge of the Custom House, subject to the approbation of the Minister of Finance.

ARTICLE IX.

Such Vessels or boats will have their respective signals according to a plan to be given them by the Judge of the Custom House, that they may mutually understand and correspond with each other, and are also to wear a distinguishing signal, that they may be recognized and repected by the Merchant Vessels.

ARTICLE X.

Each Guard Vessel or boat, will be commanded by an Officer under the orders of the Judge of the Custom House.

ARTICLE XI.

One of the Officers of the Guard Vessels of each respective anchorage ground, will be appointed by the Judge of the Custom House as commander of such anchorage ground and the commander of the other Guard Vessels in company, as well as the Masters and Captains of the Merchant Vessels there at anchor, shall obey him in every thing necessary towards the entire fulfilment of these regulations.

ARTICLE XII.

The principal duty of the Commanders of the Guard Vessels is to promote the exact observance of this decree, and to hinder the least mislay or defrauding of the Government duties. To obtain this important end they are:

Section 1. To watch scrupulously by day and night, patrolling the anchorage in the boats belonging to the Guard Vessels, that no package be disembarked without the Custom House permit: seizing such as are done so without it, and are not accompanied by a discharging officer.

Section 2. Not to permit any communication with the shore (except as in Articles 21, 22, and 28) from vessels in franquia, either before or after being visited, nor from those which are in the place appointed for discharge.

Section 3. To take care that the Merchant Vessels anchored in their respective destinations are kept within the limits marked out in this Decree, ordering alongside, questioning, and seizing, all barges, launches, or other boats which pass such anchoring grounds and give cause to suspicion and not to permit any empty boats alongside of those employed in the discharge of the Vessel.

Section 4. To offer every assistance which may be required of them by the Officers of the Custom House and Consulado, whose duties, as revenue Officers, continue as heretofore; to consult together and preserve the best understanding, performing their duties conjointly and in unison, appointing signals to recognize each other during the night, and using every precaution which they may judge proper.

Section 5. To acquaint the Judge of the Custom House with every thing appertaining to the fiscalization of the national interests, and the good order of the service to which they belong, and fulfilling the orders which the said Judge may give them.

Section 6. To employ the force under their command whenever necessary to realize the fulfilment of what is determined on in these Regulations.

ARTICLE XIII.

Besides the watch kept by the Guard Vessels and

their boats, the Vessels in franquia shall be watched by the Fort of Villagaignon, and not only those but such Vessels as are in the other anchoring places, shall be watched by the national Vessels of War, which may happen to be stationed near such anchoring places, their boats being empowered to pursue and seize all smugglers.

ARTICLE XIV.

All articles seized by the boats of the Guard Vessels, and by those of the Vessels of War, and of the Fort, shall be sent by the Commander of the respective anchoring places to the Judge of the Custom House, with a written declaration, naming the boat and the persons who made the seizure, which as soon as judged to be lawful, half of the same shall be distributed to the boat's crew and half to the crew of the Vessel or Garrison of the Fort to which they may belong. In case such seizure is made through an informer, he is to receive half, and the remainder to be divided as above.

ARTICLE XV.

The forementioned Guard or Watch Vessels, shall always during the night have two lanterns with a good light hoisted to the mast, and the Merchant Vessels in the anchoring places shall have one in like manner

hoisted to the mainmast. The boats performing patrol may or may not hoist a light. The Guard boats or any other which proceed from the places of anchorage to shore, or from shore to the places of anchorage, shall hoist up high a lantern with a good light. Those who disobey this article will be fined ten mil reis paid for the jail.

ARTICLE XVI.

When Vessels enter during the night, the Fort of Santa Cruz will command them to hoist a light immediately to the mainmast, which is to be kept up all night.

CHAPTER III.

Entering of the port, Anchoring in franquia, and visit of Merchant Vessels.

ARTICLE XVII.

Such Merchant Vessels, as enter the port, shall immediately direct their course to the anchoring ground for Vessels in franquia, which will be pointed out to them by the Fort of Santa Cruz, and shall there cast an-

chor, let what may be the purpose of their entering this port; and only after being visited by the Custom House boat, shall they pass on to their respective place for anchoring. The Master or Captain of such Vessels shall deliver to the Commander of the franquia anchoring ground the Manifest-Books of the Cargo and List of Passengers, and the said Commander shall deliver the same to the Custom House Officers who go to visit the Vessel.

ARTICLE XVIII.

The Commander of the franquia anchoring ground shall acquaint the Judge of the Custom House, at nine in the morning, at mid-day, and at three in the evening, as to what Vessels may have arrived; should the Custom House be shut, the information is to be sent to the residence of the Judge, that he may immediately order the necessary visit which shall be made on all days, both working and holidays, between eight A. M. and six P. M.

ARTICLE XIX.

The visits made to Vessels entering, shall be performed as heretofore, and the Masters obliged to deliver over to the Boarding Officers belonging to the Custom House, all packages which are not included in the Ma-

nifest, and therefore easily smuggled, requiring from the said Officers a written declaration of the same; and all packages or parcels not in the Manifest, and which are not delivered over, and afterwards are found in the search or revisit, shall be seized; excepting only those that contain the usual clothes belonging to passengers.

ARTICLE XX.

Likewise all passengers are to deliver over to the Boarding Officers their baggage, which they may, however, accompany unto the Custom House, where there will be a store appropriated for receiving them and all parcels, during such time as they may land after the Custom House being closed.

ARTICLE XXI.

All communication with the shore is prohibited before the Vessel receives the Custom House visit. Should, however, the Captain or Master have urgent necessity to come ashore, the Commander of the anchoring place will grant him permission pointing out to him the place where he is to land, to which he is to direct his course, and where Custom House guards will be stationed to search the boat which conveys him, being likewise searched on his returning aboard.

ARTICLE XXII.

Even after the Custom House visit, no person is permitted to go on board (excepting the crew) during the Vessel's being in franquia, without a written order from the Judge of the Custom House, and even these, as well as the crew, are subject to be searched should there arise any suspicion of their smuggling. The transgressors will be made prisoners and sent to the Judge of the Custom House with a circumstantial account in writing, from the Commander of the anchoring place, that they may be prosecuted according to law.

ARTICLE XXIII.

To those Vessels which enter in franquia, the Judge, without a sufficient reason, shall not grant a renewal of the same, and then only for five days, and without the permission of the said Judge they are not to pass on to any other anchoring place, which shall be granted only in cases of necessity. However, such permission is not subject to any fees, if they were not so heretofore.

ARTICLE XXIV.

If the Masters of Vessels declare that they purpose discharging in this port, and that it appears from their passport and despatches, it will be made known to them

by the Guarda mor (or Harbour Master) that they are next day to pass on to their respective anchorage, should the weather permit, and not doing so they will be compelled to obey by the Commander of the anchoring ground. From the time that they receive this order, until its fulfilment, they are to keep hoisted a signal that will be appointed for this purpose. In case, however, of any thing interfering or hindering their obeying this order, they are to make a representation to the Judge of the Custom House, who will decide accordingly.

ARTICLE XXV.

The coasting Vessels, as soon as they enter the bar, shall be ordered to direct their course, by the Fort of Santa Cruz, to the registering Vessels of the franquia, and unto the Commander of the same, they are to deliver the Manifest, Book of Cargo, and then pursue their course to their anchoring ground. The said Manifest or Book of Cargo will be by the said Commander, delivered to the Harbour Master at the next visit.

CHAPTER IV.

Anchoring for Vessels discharging.

ARTICLE XXVI.

The discharge of Vessels will be made according to the laws and orders in force, with this proviso, however, that no goods are unladen from the Vessels in discharge, either for the Trapiches (public warehouses) or into boats or other Vessels, after the Custom House hours of despatch, but such shall rather finish at one o'clock, P. M. The discharge at the Custom House wharf will commence at eight A. M., and terminate at one P. M., so that suffieient time may be left for storing the goods and making the necessary entry of the Articles so discharged with due precaution.

ARTICLE XXVII.

Those Vessels which have to receive goods in bond, or for reëxportation, will change their situation from the franquia anchoring ground, to that for Vessels unloading, and there remain until their departure from the port.

ARTICLE XXVIII.

No person shall be permitted to go on board any Merchant Vessels in this anchoring ground, who does

not belong to her, except furnished with a written order from the Judge of the Custom House. Transgressors shall be made prisoners and sent to the said Judge with a written declaration from the Commander of the anchoring place, to be prosecuted according to law.

ARTICLE XXIX.

As soon as any Vessel has completed her discharge his stores must be collected into a proper place which will be estimated according to the Vessels burthen or force, and the length of the voyage declared, so as to facilitate the searching visit, and subsequent to the said search, she will make ready to receive sufficient ballast for her security, if she had not any in before, and then shall pass on to her respective anchoring ground. Should she, however, before being searched, require any ballast, the Judge of the Custom House will grant the license.

CHAPTER V.

Anchoring grounds for Vessels receiving cargo.

ARTICLE XXX.

The Guard or Watch Vessels of this anchorage and their barges, shall not permit any Vessels containing goods subject to exportation duty, to lay alongside of the Vessels in this anchoring ground, except they are furnished with the despatch from the Consulado, which, as soon as such goods are discharged, shall immediately be delivered by the Master thereof unto the Commander of the anchoring ground, that he may forward the same the next day to the Administrator of the Various Revenues.

TITLE II.

General Remarks.

ARTICLE XXXI.

As soon as the present Decree is put into full force the custom of placing Custom House guards, paid by the National Treasury, on board the Merchant Vessels, shall be abolished.

ARTICLE XXXII.

All barges, boats, or other small Vessels which navigate, or are employed in the Bay of this City, are to have the name by which they are known written on the most conspicuous part of the hull, and those belonging to any Vessels are to have the name of such Vessel written in the like manner. Those who disobey this order, on and from the fifteenth of next January, shall be fined six mil reis, and double this amount for relapsing into the same.

ARTICLE XXXIII.

All Merchant Vessels who do not observe the regulations in this Decree respecting the anchorages shall, for this reason solely, (although they may not have occasioned any waste or loss of the revenue,) be fined one hundred and twenty mil reis by the Judge of the Custom House ; that is, in case no other fine is established in this Decree.

ARTICLE XXXIV.

All fines imposed by the present decree belong to the National Revenues, and shall be deposited in Custom House coffers, for the purpose of forwarding the same to the Treasury.

closed and sealed with the consular seal, and directed to the Collector of the Custom House, at the port where such vessel is bound to.

ARTICLE CLI.

In those ports where there are no Brazilian consul, or any person acting as such, the manifest shall be certified and closed by two Brazilian merchants therein residing and in default of them, by two merchants of the country; and the signatures both of the latter and of the former, must be authenticated by the proper local authority.

ARTICLE CLII.

If the manifest which the master has to produce certified by the Brazilian consul, or the person who has acted as such, contain any defect or irregularity which he ought to have prevented or caused to be corrected before setting to it the certificate, he alone shall be responsible for it, and not the master of the vessel.

ARTICLE CLIII.

But if it be found out that the defect or irregularity was submitted consequently to the Consul's approval, the guilt shall fall on the master; the same will be the

LATE REGULATIONS,

Or Guide for Merchants or Masters of Vessels, with Destination for the Ports of the Empire of Brazil.

ARTICLE CXLVI.

The master of any vessel sailing with a cargo for any of the Brazilian ports, ought to bring two copies of his manifest, exactly alike, which must contain:

Section 1. The name, description, and tonnage of the vessel.

Section 2. The master's name, with the date at the end, and his signature.

Section 3. The port where he took the cargo, stated in the manifest.

Section 4. The port or ports said cargo is bound to.

Section 5. The marks, countermarks, number of packages, and their descriptions, such as bales, boxes, chests, pipes, half pipes, barrels, tierces, &c.

Section 6. A declaration of the quantity and quality of the merchandise in each package as near as possible, or of several homogeneous packages with the same mark, and of the goods stowed loose.

ARTICLE CLVI.

If less quantity of goods be found than what is shown by the manifest, and the declaration thereto added by the master, the missing goods shall be deemed as concealed or removed, and the master shall forfeit the value thereof for the benefit of those who may discover the deficiency, and half the value as a fine to the National Treasury; and these condemnations will take place by the mere fact of the discovery of an excess or deficiency, although the concealment or removal of the goods may not otherwise be proved. But the dispositions of this and the other Article only apply to such goods as can be counted in the act of their being received on board, for with regard to those which come in boxes, or in bales, the master is only answerable for the excess and deficiencies of packages. On bulky goods which are cleared by measure or weight, and which are liable to waste or increase, as salt, jerk beef, &c., the penalty of this and the preceding Article, shall not be imposed, except on the differences of five per cent., more or less than what is shown by the manifest.

ARTICLE CLVII.

For every difference in the quality of the package, or in the mark, the master is to pay two mil reis fine, although in every thing else the discharge should agree with the manifest.

ARTICLE CLVIII.

A vessel departing in ballast from a foreign port, bound to some one of the Brazilian ports, shall bring a certificate so to prove it, drawn up in the same form, and with the like authenticity as the manifests; and if the departure be from a Brazilian port, she must bring a certificate from the Custom House, under the penalty of paying in either case a fine of from one hundred to five hundred mil reis.

ARTICLE CLIX.

Any master of vessel who shall fail to bring the manifest and certificates in the manner specified in this chapter, or who shall bring open, the copy of the manifest received by him closed up, shall pay a fine of from one hundred to one thousand mil reis, at the judgment of the collector, according to the quality of the misdemeanor, and regard being had to the amount of the cargo; and only after the payment of the forfeiture shall he be admitted to effect the unloading. In case of bringing a single copy of the manifest, he shall forfeit fifty mil reis. Vessels coming from fishing voyages, are excepted with regard to the produce thereof, as they are not obliged to bring a manifest.

ARTICLE CLX.

Should the master come without a manifest, the vessel shall be admitted to unload, by paying a fine of four mil reis for every ton of her admeasurement.

ARTICLE CLXI.

The vessel remains mortgaged to the payment of the fines imposed on the master by these regulations, and shall not be released to leave the port, without the fine or fines being first paid, or the necessary sum deposited for the purpose.

Vessels sailing from the aforesaid ports one month after such publication, shall remain subject to the herein above mentioned dispositions.

Those Consuls and Vice-Consuls who shall fail to comply with the injunctions contained in the present chapters, shall be liable, for the first time, to a fine of from one hundred to five hundred mil reis, to be imposed upon them by the Treasury court, (Tribunal do Thesouro,) and in case of relapsing, they shall be dismissed from office.

OBLIGATORY

On Masters of Vessels, when in the Harbour of Rio De Janeiro.

ARTICLE LXXXIII.

The Captains of every Merchant Vessel on his arrival at any Port of this Empire where there is a Custom House, in addition to the local regulations of the Port, is obliged:

I. To proceed with his Vessel direct from the Bar to the anchoring ground in *Franquia.* If on account of the tide, contrary winds, or any other justifiable cause, he be obliged to anchor before he has reached the destined anchorage, and should remain at anchor twelve hours after such causes have ceased, (except in the case of quarantine) he will be subject to the fine of one hundred mil reis; and will be obliged, by the Fort, or nearest National Vessel of War, to proceed to his anchorage in *Franquia.*

II. He must not allow any boat to make fast alongside, or permit any person to come on board, or to leave his vessel, before he has been visited by the Custom House boat, unless it be the Health visit, Pilot, or Har-

bour Master, except in case of shipwreck or personal danger. And for every boat so making fast, he shall be subject to a penalty of one hundred mil reis; and for every person boarding, or leaving, his Vessel, he shall be subject to a penalty of fifty mil reis, and the person so offending, shall likewise pay fifty mil reis, and be detained in custody until the same is paid.

III. He shall not permit, even after having received his Custom House visit, until he shall have received his visit of discharge, any person to go on board his vessel without leave of the Inspector, except his crew and passengers, or pay a fine of fifty mil reis for each person so offending.

IV .He shall present to the Guarda mor, on receiving the visit of entry, his clearance and cargo book.

V. He shall deliver to the Commander of the Guard boat, outside the port, or of the Franquia boat, should there be one, the Manifest, as treated of in Article eighty-four.

VI. He shall make entry at the Custom House twenty-four hours after receiving the Guarda mor's visit, (not counting the days on which the Custom House is closed,) and present himself to the Inspector, and make oath, or affirm, (if his creed will not permit him to make oath,) that he does not bring any other Merchandize, nor has any other declaration to make, beyond what is stated on his Manifest, which he then delivers.

And if he does not enter within twenty-four hours, he subjects himself to the penalty of one hundred mil reis for each day's delay.

VII. He shall not delay his Vessel in any of the anchorage twenty-four hours after being notified to remove by the Guarda mor, or his representative. Or shall pay the penalty of one hundred mil reis for each day's delay.

VIII. He shall see that no Merchandise is discharged from on board his Vessel without a written order from the Inspector of the Custom House, and in case of so doing, shall pay one hundred mil reis for each package so discharged.

IX. He shall inform the Clerk of Entry and Discharge, immediately upon all his cargo being delivered, in order that his Vessel may receive the customary visit. Or, upon neglecting so to do, shall be subject to the penalty of one hundred mil reis.

ARTICLE LXXXIV.

The Commander of every Vessel bound for a port in the Brazils, shall bring two copies of his Manifest, stating name of Vessel, Class,—Tonnage,—Nation,—where belonging,—Name and Signature of the Captain,—Port at which the cargo was laden,—Port or ports of this Empire bound,—Consignee of Vessel,—number of Packages,—Marks, counter Marks, and

numbers of each Package. The quantity of Merchandise in bulk,—by whom consigned,—List of Provisions on board for the use of the Vessel. The whole to be written in words, at full length, except the Marks and Numbers of the packages.

ARTICLE LXXXV.

This Manifest to be accompanied by the Invoices, which, besides the declarations required in the Manifest, must contain the most exact description possible of the denomination, qualities, quantities, and weight, of the Merchandize, if of weight; or if in bulk, or in packages, or vessels, the description of the same, and their contents, all to be written in words, at full length, except the Marks and Numbers.

ARTICLE LXXXVI.

When a Vessel has received cargo in more than one port, the Commander shall bring a Manifest from each port.

ARTICLE LXXXVII.

At the end of the Manifest the Commander shall declare the number of cabin and steerage passengers, and the baggage for the particular use of each. And, be-

sides this, to make all other declarations he may judge necessary for his security and good faith; at the same time declaring such packages as may decrease or increase on the Manifest, justifying the cause of diminution or excess, under the certainty that nothing he may afterwards allege, will release him from his responsibility.

ARTICLE LXXXVIII.

The Commander of every Vessel bound to this Empire, immediately on completing his cargo in the port or ports whence he sails, and making his Manifests in the mode prescribed in Article eighty-four, is to present the copies of the same to the Brazilian Vice Consul, resident at such port, or his agent, to be authenticated in case of their containing the declarations and formalities required by these regulations.

ARTICLE LXXXIX.

In the ports where there are no Brazilian Consuls, or their agents, the Manifests to be authenticated by two Brazilian Merchants, there resident, or in case of none residing there, then by two merchants of the country; their signatures, in both cases, to be recognized by the duly authorized local authorities, and, by their consent, make such repairs, and take such supplies, as required, paying the usual imposts and duties.

ARTICLE CLXXXVIII.

When necessary to repair, a Vessel may discharge the whole or part of her cargo at a port where there is no Custom House, under the permission and direction of the local authorities, and the observance of the same forms as where there is a Custom House; but cannot dispose of any part of her cargo.

ENTERING, DISCHARGING, LOADING, AND CLEARING.

ENTERING THE PORT OF RIO DE JANEIRO.

Vessels can enter any time of the day or night. When a Vessel comes in at night, the Forts fire and exhibit lights, after which they hail the Vessel—you must then give the Vessel's name, and where she comes from, &c.—every foreign Vessel must anchor off Fort Villagaignon until visited—if not they are fired into, and subject to a fine. The Custom House and Health boats visit you, and after that the Captain goes on shore, delivers his papers to the United States Consul, and then proceeds to the Custom House to enter his Vessel, either in full or franquia. When he receives his visits from the Authorities he must always be aboard.

ENTERING A VESSEL.

There are two ways of entering a Vessel—in franquia, or in full. A full entrance once made if the Vessel wishes to go her voyage the transit duty two per cent. is exacted. A franquia entry is the discharge of part

of the Cargo, and to go elsewhere—paying duty only for those articles discharged. Goods may be entered for consumption or for exportation in the last case it must remain in the Custom House until reshipped. In every case a Manifest of the Cargo is asked for by the Custom House, after which the Vessel enters—she proceeds up to the upper harbour, the East side of the Island of Cobras—if in franquia she remains down below Villagaignon. If a Vessel enters in franquia it must be for a certain number of days, which time may be renewed at a trifling expense whenever required. Whenever a Vessel clearing for Brazil mentions only one port in her clearance, she is compelled to enter in full and pay full duties on all her Cargo—thus losing the benefit of franquia.

The Certificate of the Brazilian Vice Consul must always attend the Clearance, &c. Foreign Vessels cannot Coast, though they are allowed to take country produce from one port to another—and foreign produce if all the duties are paid on it—where these same goods are subject to the same duties in a second port, but they are free from paying a second duty if shipped on board a Brazilian Vessel, accompanied by a Custom House Certificate called "Carta de Guia." Foreign Vessels discharging any part of their cargo in one port and proceeding to another must take the Custom House Certificate on their Manifest, as to the quantity they have discharged.

DISCHARGING CARGO.

But three Vessels are permitted to discharge at the Custom House pier at a time. Lighters come off and take Cargo from Vessels laying at their moorings—these lighters carry from three to four hundred barrels—their cost is trifling. Whenever a Vessel has to discharge, a permit must be obtained from the Custom House attended with an Officer of the Custom, whose duty it is to superintend the discharge, see it to the Custom House, and make out the proper despatch after the duties are paid. Dry goods are always opened at the Custom House to ascertain their quantity and quality. When a Vessel has discharged all her Cargo she is visited by a Custom House Officer—who examines her, after which, if he finds all her Cargo out, the Vessel is exempt from further restraint of the Custom House.

If a Vessel in franquia discharge all her Cargo she is considered as having entered in full.

RECEIVING CARGO.

Any Vessel after having discharged all her Cargo, is at liberty to take in Cargo without the attendance of any Custom House Officer. Any Vessel in franquia, having returned Cargo, is at liberty to take in Cargo without making any discharge. Export duties are al-

ways secured before goods are shipped. When the lighters have Cargo to deliver it is at the risk of the Vessel, and the Custom House despatch must always accompany the merchandise to prevent seizure.

CLEARANCE FROM PORT.

The day before sailing the Captain must obtain from the United States Consulate the necessary papers to clear his Vessel from the Custom House, these papers are then taken to the respective departments, and when cleared the Vessel is then freed from the Custom House, and is at liberty to sail. No Captain is allowed to take passengers without legal passports, and if such persons are found on board, the Vessel is detained and fined.

PROFORMA.

Sales of fifty Barrels of Flour.

	MIL REIS.	REIS.
50 barrels flour a 10–000		
3 months	500	000

Charges.

Duty on Valuation 9–600 at 15 per cent.	72	000
Expediente 1½ per cent. on Valuation	7	200
Cooperage		500
Discount on 500–000 3 mos. at 1 per cent.	15	000
Guarantee on 500–000 at 2½ do.	12	500
Commission 5 per cent.	25	000
	132	200
	367	800

PROFORMA.

Purchase of fifty Bags of Coffee.

50 Bags first quality Coffee weighing 250 arrobas at 3–900	975	000

Charges.

Decimo duty on 250 arrobas sold at 3–900 per arroba, at 9 per cent.	87	750

Consulado 80r per arroba	20	000
Bags 600r each	30	000
Porterage and embarking 80r per bag	4	000
	141	750
	1116	750
Commission 2½ per cent.	27	918½
	1144	668

FOREIGN IMPORTATIONS

From January to September, 1836, *at Rio De Janeiro.*

JANUARY.

Great Britain and Possessions.

		MIL REIS.	REIS.
Liverpool	823,293 977		
London	82,419 042		
Jersey	27,587 182		
Glasgow	25,401 514		
Gibraltar	22,175 463		
Gaspee	11,338 800		
Newcastle	6,838 355		
Cape of Good Hope	3;486 172		
Dundee	3,224 400		
Guernsey	142 500		
New Zealand	17 000		
Falmouth	17 903		
		1,005,882	308

France.

Havre	145,611 047	
Cette	97,784 094	
Bordeaux	29,625 148	
Nantes	4,382 728	
		277,403 017

United States.

Richmond	82,239 000	
New York	27,012 650	
Baltimore	25,729 600	
Boston	20,912 968	
Philadelphia	14,537 505	
Portsmouth	11,613 980	
Norfolk	9,388 012	
Whaling	9,171 820	
Charleston	4,460 720	
Eastport	456 900	
		205,523 155

Hanseatic Towns.

Hamburg	81,651 633	
Bremen	36,634 950	
		118,286 583

Portugal and its Possessions.

Lisbon	44,246 674		
Oporto	37,662 403		
Angola	11,168 530		
Macáo	2,160 000		
Isle of May	790 000		
Isle of St. Michael	648 000		
Island of Terceira	288 000		
Moçambique	146 957		
Benguela	80 000		
		97,190	564

Belgium.

Antwerp	91,738 168		
		91,738	168

Oriental State of Uruguay.

Montevideo	57,122 800		
		57,122	800

Sweden.

Stockholm	27,461 146		
Gottenburg	13,827 345		
Sundswall	2,525 600		
		43,814	091

Spain and her Possessions.

Malaga	12,600 372	
Lançarote	9,206 260	
Cadiz	5,520 467	
Tarragona	620 000	
Barcelona	495 000	
	———	27,442 099

Tuscany.

Leghorn	22,188 218	
	———	22,188 218

Sardinia.

Genoa	19,498 745	
	———	19,498 745

Holland.

Amsterdam	19,072 660	
	———	19,072 660

Chili.

Valparaiso	13,219 275	
	———	13,219 275

Russia.

St. Petersburg	10,233 600	
Riga	753 600	
		10,987 200

Argentine Republic.

Buenos Ayres	8,858 860	
		8,858 860

Sicily.

Island of Sicily	3,645 666	
		3,645 666
Coasting, &c.		2,206 610
	Total	2,024,080 019

FEBRUARY.

Great Britain and Possessions.

Liverpool	817,714 950
London	97,306 540
Jersey	16,714 955

Gibraltar	11,607 113		
Glasgow	7,689 932		
Newcastle	4,714 955		
Cape of Good Hope	393 440		
Falmouth	280 913		
Portsmouth	135 400		
Gaspee	72 600		
		957,630	798

France.

Havre	180,228 155		
Cette	60,857 761		
Bordeaux	21,004 959		
Nantes	8,564 400		
Marseilles	4,289 290		
		274,944	565

Portugal and Possessions.

Lisbon	47,978 523		
Oporto	46,742 702		
Loanda	25,630 753		
Macáo	1,050 522		
Island of Terceira	984 270		
Fayal	142 640		
Island of St. Michael	9 600		
		122,539	010

Hanseatic Towns.

Hamburg	100,209 535	
Bremen	2,814 200	
		103,023 735

United States.

Philadelphia	45,075 087	
Boston	21,616 880	
Baltimore	12,716 780	
Richmond	5,769 000	
New York	5,298 526	
Whaling	3,661 770	
Norfolk	434 530	
		94,572 572

Sardinia.

Genoa	47,603 480	
		47,603 480

Oriental State of Uruguay.

Montevideo	42,072 260	
		42,073 260

Spain.

Barcelona	3,774 960

Cadiz	1,200 000	
Malaga	1,171 200	
Lançarote	522 667	
		6,668 827

Argentine Republic.

Buenos Ayres	16,563 300	
		16,563 300

Sicily.

	12,414 373	
		12,414 373

Sweden.

Gottenburg	6,361 635	
Stockholm	4,808 560	
		11,170 195

Belgium.

Antwerp	10,449 151	
		10,449 151

Tuscany.

Leghorn	7,125 863	
		7,125 863

Austria.

Trieste	6,517 178	
		6,517 178

Holland.

Amsterdam	2,151 278	
		2,151 278
Coasting, &c.		3,353 040
	Total	1,718,799 626

MARCH.

Great Britain and Possessions.

Liverpool	1,034,807 854	
London	121,833 508	
Glasgow	66,000 025	
Guernsey	22,681 006	
Newcastle	11,459 299	
Jersey	9,638 370	
Greenock	4,893 640	
Falmouth	937 150	
New Holland	50 000	
		1,272,300 752

France.

Havre	253,798 438	
Cette	29,471 099	
Bordeaux	8,185 720	
Nantes	3,266 800	
Marseilles	215 040	
		294,937 097

Hanseatic Towns.

Hamburg	145,478 198	
Bremen	11,768 092	
		157,246 290

Portugal and Possessions.

Lisbon	101,056 960	
Oporto	38,888 966	
Benguela	9,519 750	
Madeira	402 000	
Fayal	356 416	
Ambriz	288 000	
Loanda	124 800	
Moçambique	98 000	
Macáo	11 200	
		150,746 092

United States.

Baltimore	31,030 402

Richmond	26,147 200		
New York	24,643 780		
Philadelphia	11,844 240		
Boston	9,270 560		
Norfolk	7,680 000		
Whaling	1,075 200		
New Orleans	920 000		
		112,620	382

Spain and Possessions.

Malaga	36,825 660		
Cadiz	5,604 600		
Tarragona	3,856 406		
Iviça	2,390 520		
		48,677	186

Sicily.

Riporto	17,998 238		
Other ports	15,019 480		
		33,017	718

Holland.

Amsterdam	32,951 748		
		32,951	748

Oriental State of Uruguay.

Montevideo	31,170 000	
		31,170 000

Argentine Republic.

Buenos Ayres	25,157 390	
		25,157 390

Sardinia.

Genoa	23,719 190	
		23,719 190

Belgium.

Antwerp	19,427 420	
		19,427 420

Austria.

Trieste	19,391 498	
		19,391 498

Russia.

St. Petersburg	7,584 000	
		7,584 000

Chili.

Valparaiso	1,617	920		
			1,617	920

Sweden.

Stockholm	14	400		
			14	400
Coasting, &c.			3,288	860
Total			2,233,867	938

APRIL.

Great Britain and Possessions.

Liverpool	1,075,574	851		
London	122,490	775		
Glasgow	68,365	987		
Jersey	14,893	739		
Cape of Good Hope	2,692	400		
Newcastle	903	173		
Guernsey	779	333		
			1,285,700	258

France.

Havre	220,302	135
Cette	21,546	172

Nantes	9,761 810	
Bordeaux	3,604 094	
		255,215 211

Portugal and Possessions.

Lisbon	97,915 540	
Oporto	68,533 320	
Benguela	34,340 033	
Angola	13,071 200	
Madeira	2,327 867	
Setubal	1,200 000	
Fayal	95 600	
Macáo	60 000	
		217,551 560

United States.

New York	41,166 750	
Baltimore	13,573 276	
Richmond	11,576 000	
Boston	2,460 000	
Philadelphia	1,440 000	
		70,216 030

Hanseatic Towns.

Hamburg	57,233 136	
Bremen	7,760 243	
		64,993 379

Spain.

Malaga	27,565 859		
Tarragona	23,603 493		
Cadiz	995 000		
Iviça	150 000		
		52,314	352

Sicily.

Messina	20,584 283		
Riporto	14,795 500		
Ports not designated	2,045 315		
		37,425	098

Belgium.

Antwerp	37,390 463		
		37,390	463

Argentine Republic.

Buenos Ayres	20,017 380		
		20,017	380

Oriental State of Uruguay.

Montevideo	18,721 340		
		18,721	340

Sardinia.

Genoa	16,358 460	
		16,358 460

Holland.

Amsterdam	10,208 704	
		10,208 704

Tuscany.

Leghorn	1,114 600	
		1,114 600
Coasting, &c.		3,139 350
Total		2,090,066 191

MAY.

Great Britain and Possessions.

Liverpool	927,616 800
London	43,783 469
Glasgow	22,311 420
Jersey	18,181 960

Gibraltar	9,146 186		
Falmouth	425 395		
Newcastle	249 200		
Cape of Good Hope	16 000		
		1,021,730	430

United States.

New York	66,078 740		
Richmond	29,673 600		
Baltimore	25,079 900		
Boston	20,059 000		
Philadelphia	12,884 620		
Norfolk	4,252 800		
Calais	911 000		
Portsmouth	333 780		
		159,273	440

France.

Havre	94,621 500		
Cette	14,691 079		
Marseilles	14,421 051		
Nantes	9,684 800		
Bordeaux	3,595 947		
		137,014	377

Portugal and Possessions.

Lisbon	92,402 922		

Oporto	7,000 118		
Boa Vista	5,160 000		
Bombay	3,400 000		
Angola	1,818 700		
Setubal	1,753 500		
Benguela	576 000		
Madeira	200 000		
		112,311	240

Oriental State of Uruguay.

Montevideo	61,076 662		
		61,076	662

Hanseatic Towns.

Hamburg	46,685 555		
Bremen	1,659 277		
		48,344	832

Spain and Possessions.

Tarragona	16,774 026		
Rozas	2,615 620		
Barcelona	671 627		
Cadiz	219 080		
Malaga	132 800		
		20,413	153

Sardinia.

Genoa	17,989 323		
		17,989	323

Sicily.

Riporto	6,288 659		
Messina	5,653 586		
Ports not designated	2,618 660		
		14,560	905

Belgium.

Antwerp	6,357 320		
		6,357	320

Argentine Republic.

Buenos Ayres	6,007 160		
		6,007	160

Holland.

Amsterdam	5,698 790		
		5,698	790

Sweden.

Sundswall	4,500 000		
		4,500	000

Austria.

Trieste	4,117	549		
			4,117	549

Tuscany.

Leghorn	202	400		
			202	400
Coasting, &c.			2,333	160
Total			1,621,930	741

JUNE.

Great Britain and Possessions.

Liverpool	879,778	155		
London	148,783	702		
Glasgow	7,523	187		
Halifax	3,576	000		
Falmouth	2,578	533		
Gibraltar	649	122		
Newcastle	503	172		
Calcutta	377	000		
Cape of Good Hope	273	000		
Jersey	143	200		
			1,044,185	701

France.

Havre	300,480 325	
Cette	35,584 318	
Marseilles	10,398 578	
Nantes	4,144 000	
Bordeaux	150 000	
		350,757 221

United States.

Baltimore	67,014 003	
Richmond	45,767 400	
New York	41,825 998	
Philadelphia	33,940 800	
Norfolk	9,600 000	
Boston	7,593 150	
Whaling	4,595 220	
		210,336 571

Portugal and Possessions.

Lisbon	87,147 784
Oporto	45,584 964
Gôa	16,733 475
Angola	6,547 756
Bombay	4,122 293
Fayal	159 217

Moçambique	76 500	
Island of Terceira	8 400	
		160,381 389

Hanseatic Towns.

Hamburg	99,530 544	
Bremen	3,323 735	
		102,854 279

Belgium.

Antwerp	64,595 670	
		64,595 670

Oriental State of Uruguay.

Montevideo	58,469 506	
		58,469 506

Sicily.

Messina	21,494 299	
	3,541 820	
Riporto	2,151 100	
		27,187 219

Sardinia.

Genoa	22,556 891	
		22,556 918

Spain and Possessions.

Tarragona	7,833 313	
Rozas	6,524 080	
Malaga	4,593 600	
Canary Islands	76 000	
		19,026 993

Argentine Republic.

Buenos Ayres	16,492 493	
		16,492 493

Chili.

Valparaiso	9,456 000	
		9,456 000

Holland.

Amsterdam	7,346 240	
Middelburg	474 520	
Rotterdam	204 800	
		8,025 560

Tuscany.

Leghorn	82 000	
		82 000

Coasting, &c.	1,298	700
Total	2,095,705	563

JULY.

Great Britain and Possessions.

Liverpool	882,657 028	
London	142,698 187	
Glasgow	103,898 459	
Gibraltar	17,459 117	
Newfoundland	10,565 600	
Guernsey	7,936 731	
Jersey	5,238 144	
Halifax	1,649 600	
Falmouth	927 936	
St. Helena	307 500	
	1,173,338	302

France.

Havre	336,311 891	
Bordeaux	55,478 678	
Cette	29,838 123	
Marseilles	29,793 821	
Dunkerque	243 600	
	451,666	213

Hanseatic Towns,

Hamburg	229,824	874	
Bremen	19,337	819	
		249,162	693

Portugal and Possessions.

Oporto	62,901	537	
Lisbon	43,681	119	
Island of St. Michael	927	420	
Angola	459	200	
Macáo	256	000	
		108,225	276

United States.

Richmond	42,340	000	
Boston	28,819	840	
Baltimore	12,333	080	
Alexandria	6,920	050	
New York	5,475	833	
Calais	108	760	
		95,997	563

Belgium.

Antwerp	62,505	332	
		62,505	332

Spain and Possessions.

Tarragona	19,734 474	
Majorca	5,003 011	
Malaga	4,348 520	
Teneriffe	756 942	
Rozas	533 133	
Cadiz	392 200	
		30,668 280

Sweden.

Stockholm	22,561 482	
Gottenburg	22,308 329	
		44,869 811

Oriental State of Uruguay.

Montevideo	36,400 580	
		36,400 580

Holland.

Amsterdam	25,930 595	
Rotterdam	9,360 460	
		35,291 055

Sicily.

Messina	12,010 048	

Other ports	7,056 000	
		19,966 048
	Sardinia.	
Genoa	12,736 000	
Cagliari	4,425 000	
		17,161 000
	Chili.	
Valparaiso	5,280 400	
		5,280 400
	Argentine Republic.	
Buenos Ayres	4,575 600	
		4,575 600
	Austria.	
Trieste	611 200	
		611 200
Coasting, &c.		35,600 928
	Total	2,371,320 281

AUGUST.

Great Britain and Possessions.

Liverpool	1,026,227 390	

London	87,178 692	
Gaspee	17,826 400	
Glasgow	13,391 920	
Gibraltar	13,109 050	
Jersey	6,600 400	
Cape of Good Hope	6,201 783	
Greenock	1,255 200	
Falmouth	847 593	
Newcastle	283 400	
Guernsey	52 800	
		1,172,974 628

France.

Havre	309,969 314	
Cette	59,606 442	
Marseilles	46,341 893	
Bordeaux	16,965 560	
		432,883 209

Portugal and Possessions.

Lisbon	115,714 183	
Oporto	38,187 346	
Setubal	2,728 346	
Loanda	752 622	
Gôa	441 300	
Fayal	248 000	

Madeira	216 000		
Bombay	57 280		
		158,345	770
	United States.		
Baltimore	62,333 460		
Whaling	52,010 670		
Richmond	12,883 200		
New York	6,903 025		
Calais	2,100 000		
Norfolk	1,520 000		
Boston	1,089 360		
Philadelphia	521 400		
		139,361	115
	Hanseatic Towns.		
Hamburg	73,891 233		
Bremen	5,315 188		
		79,206	421
	Oriental State of Uruguay.		
Montevideo	77,391 545		
		77,391	545
	Belgium.		
Antwerp	39,162 315		
		39,162	315

Spain and Possessions.

Tarragona	26,485 716	
Lançarote	8,320 000	
Malaga	3,030 000	
Teneriffe	296 919	
Santander	100 173	
		38,232 808

Holland.

Amsterdam	28,790 335	
		28,790 335

Sicily.

Messina	28,290 860	
		28,290 860

Chili.

Valparaiso	33,055 297	
		33,055 297

Argentine Republic.

Buenos Ayres	27,769 582	
		27,769 582

Austria.

Trieste	25,270 613	
		25,270 613

Sardinia.

Genoa	7,424 440	
Cagliari	3,859 492	
		11,283 932

Sweden.

Gottenburg	981 000	
Stockholm	975 500	
		1,956 500

Denmark.

Altona	58 880	
		58 880
Coasting &c.		24,933 946
Total		2,318,565 063

SEPTEMBER.

Great Britain and Possessions.

Liverpool	793,205 598

London	61,277 773	
Gibraltar	37,548 375	
Glasgow	7,954 950	
Jersey	4,800 475	
Guernsey	4,709 096	
Greenock	771 484	
Cape of Good Hope	262 305	
Malta	138 400	
Falmouth	12 424	
		910,680 880

France.

Havre	168,040 430	
Cette	40,893 955	
Bordeaux	30,009 374	
Marseilles	29,866 306	
		268,810 065

Hanseatic Towns.

Hamburg	160,940 959	
		160,940 959

Portugal and Possessions.

Lisbon	77,963 314	
Oporto	63,221 646	

Isle of May	4,023 000	
Gôa	1,253 760	
Isle of St. Michael	677 490	
Benguela	520 000	
		147,659 210

United States.

Baltimore	34,327 886	
New York	8,515 510	
Boston	6,984 700	
Philadelphia	5,568 000	
Richmond	3,398 400	
Norfolk	960 000	
		59,754 496

Oriental State of Uruguay.

Montevideo	53,133 874	
		53,133 874

Chili.

Valparaiso	49,052 997	
		49,052 997

Sardinia.

Genoa	45,085 461	
		45,085 461

	Belgium.	
Antwerp	41,998 026	
		41,998 026
	Sweden.	
Flinsburg	29,185 289	
Stockholm	3,702 438	
		32,887 727
	Austria.	
Trieste	21,537 178	
		21,537 178
	Spain.	
Tarragona	18,410 678	
Malaga	1,702 133	
		20,112 811
	Argentine Republic.	
Buenos Ayres	26,715 890	
		26,715 890
	Sicily.	
Messina	5,613 440	
Trapani	2,647 040	
		8,260 480

Holland.

Amsterdam	3,364	134	
		3,364	134
Coasting, &c.		22,003	580
Total		1,871,997	761

EXPORT DUTIES.

Coffee pays 9 per cent. on valuation.

Sugars	2	do	do.
Tobacco	2	do	do.
Hides	2	do	do.
Horns	2	do	do.

CUSTOM HOUSE VALUATIONS.

All nations paying fifeeen per cent. and one and a half per cent. Custom House fees, on articles entered for Consumption, and two per cent. on those deposited for Exportation.

		MIL REIS.	REIS.
Anchors and Grapnels,	quintal	10	240
Annisseed,	arroba	3	200
Almonds, sweet and soft shell,	Do	4	
Ale, Bottled,	dozen	3	400
Ashes, pot,	pound		400
Brandy, Spanish,	pipe	100	
Do French,	Do	120	
Beef, American,	arroba	2	
Bag of coffee, grain	vara		220
Brimstone in rolls,	arroba	5	120
Brass in sheets,	pound		480
Bottles for wine,	hundred	6	400
Butter,	arroba	6	400
Copper, braziers,	pound		450
Do sheathing,	Do		450
Cables, chain,	quintal	12	
Do hemp	Do	14	

Cordage,	Do	14	
Codfish,	Do	6	400
Coal,	ton	8	
Cloves, India,	pound		100
Cheese, Dutch,	each		600
Do English,	pound		320
Candles, sperm,	pound		500
Do tallow,	arroba		200
Chairs, American,	each	3	200
Corks,	thousand	1	600
Demijohns,	each		700
Flour, American,	barrel	9	600
Gin in pipes,	pipe	100	
Do cases or jugs,	dozen	3	
Iron Hoops,	quintal	6	400
Do bars, English,	Do	4	800
Do rods, do	Do	6	400
Do bars, Swedish,	Do	7	
Do rods, do	Do	9	
Ivory, Elephants' teeth,	pound		800
Leather, Morocco,	dozen	36	
Lead, sheet,	quintal	9	
Do bars,	Do	8	
Maccaroni and Vermicelle,	arroba	3	200
Nankeen, India blue,	piece	1	800
Do Canton,	Do	1	800
Do yellow, wide,	Do	1	800
Do do narrow,	Do	1	200

Nails, Spike, 8 and 5 inch,	quintal	16	500
Do do 4½ and 3½,	thousand	10	
Osnaburgs, fine,	vara		300
Do ordinary,	Do		220
Oil, Portuguese, Olive,	pipe	140	
Do Mediterranean, Do	Do	140	
Do Linseed,	Do	90	
Do Rape,	Do	90	
Do Whale,	Do	90	
Olives,	ancoreta		600
Pork, American,	arroba	2	600
Paper, folio post and small,	ream	9	600
Do Foolscap,	Do	9	600
Do Almasso,	Do	2	600
Do Florette	Do	2	650
Pepper, black,	pound		150
Pitch,	barrel	8	
Rosin,	quintal	3	
Russia Duck, wide,	piece	12	
Do do narrow,	Do	10	
Raven's do wide, English	vara		780
Do do narrow do	Do		400
Raisins, Muscatel,	box	3	200
Steel, Milan,	quintal	9	
Do Swedish	Do	7	
Sheeting, Russia wide,	piece	12	
Shot,	quintal	10	
Sail Cloth, Russia wide,	piece	18	

Do	English Do	Do	16	800
Do	do narrow,	Do	12	
Snuff, Lisbon,		pound	1	500
Silk for sewing,		Do	6	
Soap,		arroba	3	840
Salt		alqueire	6	
Salt petre		arroba	4	800
Turpentine, spirits of		pound		200
Tar, American,		barrels	3	
Do Swedish,		Do	6	
Tea, Pearl,		pound	1	200
Do Hyson,		Do	1	
Twine, Sailmakers		Do		450
Do	Shoemakers,	arroba	6	
Tin sheets,		box	14	400
Tortoise Shell,		pound	16	
Verdegris,		Do		400
Vinegar,		pipe	30	
Wire, Iron,		pound		400
Wire, brass,		Do		500
Wax, yellow,		Do		450
Whiting,		quintal	1	600
Wines, Oporto Factory,		pipe	120	
Do	Ramo,	Do	80	
Do	Figueira, Lisbon, white and red, Cette and Sicilian,	Do		60

Proforma of Manifest required in Brazil.

Report and Manifest of the Cargo, Laden at the Port of ———, on board the American ship M, Captain S D, (burthen four hundred tons,) bound for Rio de Janeiro and a market, and consigned to Messrs. (*Consignees' Names.*)

MARKS.	NUMBERS.		MERCHANDISE.	CONTENTS, QUANTITIES, AND WEIGHT.	SHIPPER.	CONSIGNEE.
Brand.	196	1000	One thousand barrels flour,	weighing 196,000 lbs. one hundred and ninety six thousand pounds,		
B		50	Fifty barrels wheat,	containing 180 bushels, one hundred and eighty bushels,		
C		50	Fifty barrels bread,	weighing 4800 lbs. four thousand eight hundred pounds,		
D	1	50	Fifty barrels beef,	" 9600 lbs. nine thousand six hundred pounds,	A. B. & Co.	C. D. & Co.
E		50	Fifty barrels pork,	" 9600 lbs. nine thousand six hundred pounds,		
F		100	One hundred drums codfish,	" 12800 lbs. twelve thousand eight hundred pounds,		
		250	Two hundred and fifty hams,	" 3000 lbs. nt. three thousand pounds nett,		
G	1 a 20	20	Twenty barrels beeswax,	" 2500 lbs. two thousand five hundred pounds,		
H	4	100	One hundred boxes sperm candles,	" 3000 lbs. three thousand pounds,		
		50	Fifty casks whale oil,	containing 7000 gallons, seven thousand gallons,		
I	6	200	Two hundred boxes soap,	weighing 4000 lbs. four thousand pounds.	E. F. & Co.	G. H. & Co.
J	1 a 10	10	Ten tierces potash,	" 4500 lbs. four thousand five hundred pounds.		
K		50	Fifty barrels tar,			
L		50	Fifty barrels pitch,			
M		50	Fifty barrels rosin,			
N		20	Twenty cases Windsor chairs,	containing 50 dozen, fifty dozen,		
O	2440 a 49	10	Ten bales brown shirtings,	200 pieces, 5800 yards, five thousand eight hundred yards,		
P	1 a 25	25	Twenty-five bales canvass,	" 50 pieces, fifty pieces,	J. H. & Co.	L. M. & Co.
Q		50	Fifty coils Russia cordage,	weighing 6400 lbs. six thousand four hundred pounds.		
		1000	One thousand bushels salt,			
R		20	Twenty pipes Spanish brandy,	2400 gallons, two thousand four hundred gallons,		
S		20	Twenty pipes Catalonia wine,	2400 gallons, two thousand four hundred gallons,		
T		20	Twenty pipes Olive oil,	2800 gallons, two thousand eight hundred gallons,		
U		100	One hundred boxes hyson tea,	1300 lbs. thirteen hundred pounds nett,		
V		20	Twenty boxes blue Nankins,	1000 pieces, one thousand pieces,	N. O. & Co.	P. R. & Co.
W		2	Two cases silk handkerchiefs,	containing 100 pieces, one hundred pieces,		
X		2	Two do. black satins,	" 50 pieces, fifty pieces,		
		800	Eight hundred dozen pine boards,	" 100,000 feet, one hundred thousand feet,		
		100	One hundred carboys spirits turpt.	" 800 gallons, eight hundred gallons.		

ESTABLISHED CHARGES

OF THE

American Commission Houses at Rio de Janeiro.

On sales of merchandize,	5 per ct.	
Guarantee on credit sales,	2½ do	
Interest on cash advanced,	1 do	pr. mo.
On purchase of merchandise, on cost and charges,	2½ do	
On sales or purchase of vessels by private contract,	2½ do	
On sales of vessels condemned as unseaworthy,	5 do	
On disbursements of vessels in ordinary cases,	2½ do	
On disbursements of vessels, funds advanced, or of condemned vessels, or of vessels entering for repair,	5 do	
On receiving and forwarding goods,	1 do	
On amount of responsibilities incurred thereon,	2½ do	
On consignments of merchandise withdrawn or shipped, full commission to be charged to the extent of advances		

on responsibilities incurred, and half commissions on the residue of value.		
On receiving or paying money from which no other commission has been derived,	1	do
Sale or purchase of specie,	½	do
For effecting insurance,	½	do
Procuring or collecting freight,	2½	do
Remittance in bills not endorsed,	½	do
Drawing or endorsing a bill,	2½	do
Storage on all dry goods,	1	do

No interest will be allowed for money in deposite.

As there has been no fixed charge in the case of discharging and reshipping the cargoes of vessels in distress, that prescribed by the New York Chamber of Commerce, on the invoice amounts 2½ per cent. is in usage.

N. B. When there is a supercargo, half commission on sales of merchandise returned to him, but no return is made on purchases, or any other transactions.

PORT CHARGES

Of a Ship of two hundred and fifty tons entering in franquia, and proceeding without breaking bulk.

	MIL REIS.	REIS.
Entry and clearance, and Interpreter at Custom House,	2	680
Light dues on 250 tons a 100	25	
Anchorage dues five days a 2–500,	12	500
Secretary of State's account, port dues,	76	340
American Consul's bill of fees 18 a 1–300,	23	400
Rs.	139	920
Commission 2½ per cent.	3	498
Rs.	143	418

PORT CHARGES

Of a Ship of two hundred and fifty tons entering in full and discharging.

Entry and clearance, and Interpreter at Custom House,	2	680
Light dues on 350 tons a 100 reis,	25	

Anchorage dues 20 days a 2–500 reis per day,	50	
Secretary of State's account, port dues,	76	340
American Consul's bill of fees 18 a 1–300	23	400
Rs.	177	420
Commission 2½ per cent.	4	435
Rs.	181	855

Regulated by the number of persons and Consular Seals.

BAY OF RIO DE JANEIRO

In the Province of the same name.

The Capital of the Empire is situated on its borders. This bay has its entrance immediately from the Sea, in Latitude 22° 56′ South, and Longitude 45° 34′ West, with sufficient depth of water for any class of Vessels to enter without risk or danger. It extends from South to North five leagues, widening by degrees nearly six leagues East and West. This bay is replete with many picturesque Islands under cultivation, and small rivers from the interior are its constant attributes, from whence arrive daily, boats and barks ladened with the produce of the adjoining country for the City consumption. It affords a vast port of entry for the Capital. On the opposite side of the Bay is the Town of Nitherohy, from whence two small Steamboats ply daily to the City of Rio de Janeiro with passengers.

RIO DE JANEIRO.

The Capital of the Province of the same name, and of the Empire, situated on the Eastern part of the Bay, one league from the mouth of the harbour. It is defended by two forts near the entrance, St. Cruz and

Lage, and several others situated in different places which completely defends the City. The Town is environed by many eminences, the most conspicuous are the Castello, or Castle Hill, Pallacio do Bispo, Bishops Palace, St. Diogo, St. James, Morro do Livramento, Hill of Deliverance, Mai d' Agua, Grand Water Source, St. Teresa, on which there is situated a Convent of Nuns, St. Anthony and St. Bento, both of which have a Religious Institution of Monks. The City is divided into the Old and New Town, separated by the Campo of St. Anna, or Field of Honour. There are situated in this Square many splendid buildings, both public and private. The Senate Chamber, War Department, Barracks, General Quarters for the Commander-in-chief of the Army, District Court, also the Museum which is opened every Thursday for the public.

In the centre of this Square there is a most splendid fountain which is lit up at night for the accommodation of the inhabitants; here the Emperor, Don Pedro II. reviews his troops, and where all other military exercises take place.

In the old town is the Largo do Paço, or Palace Square, near which is the Emperor's Palace, facing the Sea and on the principal street, Rua Direita.

The Imperial Chapel, and a beautiful fountain of water (which supplies all the shipping, foreign and national) embellishes this part of the City. Near the Palace is the House of Deputies.

The Churches are very splendid buildings. St. Francisco de Paulo, with an hospital for the reception of all those who belong the order of the said Church. A garden of medicinal plants is also attached to this Church. Near at hand is the Military Academy, and further on, the Largo do Rocio, or Square of Roscius on which is situated the National Theatre, a splendid building. The Carioca Square, where there is an extensive fountain, which supplies nearly half the City with water conveyed from the mountain many leagues by aqueducts. The houses have generally flower gardens attached to them.

The Gloria, an eminence of note, having a Church dedicated to the Virgin. On its summit, from whence there is a Bird's-eye View of the entire of the Harbour, and where there are several most desirable, handsome, dwellings, inhabited chiefly by foreigners of distinction.

Pria de Flanego, and Catette-fallow, where are many desirable residences.

Bota Fogo, an extensive Beach, where are likewise as many handsome buildings.

On the extreme side of the City is Valongo Gamboa, where is situated the English Burial Ground.

Saco d' Alferes, and St. Christophs, where the Emperor has his Summer Palace. The City, including the surburbs, takes up a space of from four to five leagues. The Botanical garden is well worthy of notice, and also the Corcovado Mountain, rearing its summit above it

many hundred feet, and very difficult to ascend. There is also an Hospital for Lepers, and others afflicted with incurable diseases.

The present Emperor, Don Pedro II., being in his minority, the Empire is under the direction of a Regency (the Emperor is Supreme.) There are six Secretaries of State, viz: Empire; State and Foreign Relations; Navy; War; Justice; and Treasury. A Supreme Tribunal of Justice; a Supreme Military Tribunal; a Public Treasury; a Chamber of Commerce; and a Board of Agriculture and of Navigation; a Court to try all cases, civil and criminal; an Imperial Custom House, and a splendid building, the Merchants Exchange; a Mathematical and Philosophical College; a Nautical School; a Medical and Surgical Academy; a Public Library, belonging to the Crown; a Cabinet of Zoology and Mineralogy; a Chemical Laboratory.

There is also a Public Hospital, where all destitute sick persons can go to and be duly attended, free of charge; an Orphan Asylum; a Poor House, and other charitable institutions, many of them belonging to the different churches and orders. In each district there is a Public School established; and there are also many other private well conducted ones. There is also the Paseo Publico, or public walk, where numbers of persons walk during the evening; this walk faces the sea, from whence there is a fine prospect of the whole harbour. The Government has an extensive printing es-

tablishment; there are also many private ones. Two arsenals, for army and navy, a powder manufactory and magazine, and a dry dock for vessels of war, which is nearly completed, situated on the Island of Cobras, and formed within a solid rock. The city is divided into eight districts. The legislative body, on meeting, hear mass at the Imperial Chapel, where the Emperor and royal family, with the attendants of the Court, likewise attend. Since the departure of the Ex-Emperor, Don Pedro I., a corps called the National Guards, (an organized militia,) has been established, and likewise a corps called the Permanent Guard, this last is to guard the city at night, and is paid by Government, and subject to the Police department. The latitude of the Province is between 21° and 24 South. Here are many fine fruits, and beautiful trees, shrubs, and flowers, medicinal plants, minerals, gold and silver ore, and many precious stones.

The climate is very fine, and the inhabitants are generally healthy and well proportioned; the market of late years has been very well provided with vegetables and fruits of the season; and at present there are several French hotels, very necessary and most useful for so large and frequented city as Rio de Janeiro. This Province is the most productive and valuable that Brazil owns. The population of the Province, by the census taken in 1837, is about five hundred and fifty thousand souls, and the city contains, of that number, two hun-

dred and fifty thousand, including the many strangers who frequent here during the year.

The navy of the Empire of Brazil is not considerable in numbers; they have, notwithstanding stationary in the Harbour of Rio de Janeiro, two line of battle ships, (in ordinary;) likewise two frigates of the first class, constructed in the United States, highly considered for their models and fast sailing. They have several corvettes and schooners; these last, under the command of a Lieutenant, act as Government packets to the Northern and Southern ports, and carry the mails. Posts, to all transitable parts, are also established by land.

ILHA GRANDE,

Situated on the coast of the Province of Rio de Janeiro; latitude 23° 12′ South, longitude 46° 35′ 58″ West; the Harbour has from ten to thirty-five fathom depth of water. It abounds with wood. Coffee, sugar, and rum are abundant; fish in great plenty; fruits and vegetables are likewise plenty and cheap. Whalers in general touch at this Island for wood, water, &c.

ESPIRITO SANTO.

This Province abounds with valuable woods for manufacture; drugs, medicinal plants, oils, balsam copa-

via, Peru balsam, Dragon's blood, &c.; sugar cane, cotton, coffee, rice, and corn are cultivated here; fruits and vegetables are abundant, and fish is plentiful.

The Sardinians are the only nation who trade with this port; their cargoes there consist of jerked beef, either from Rio Grande or Montevideo; the harbour is easy of access. The full one half of the sugars exported from Rio de Janeiro for foreign markets, is that of this Province, and campos adjacent to it; as likewise the rose wood, which are brought round by coasters.

PROVINCE OF BAHIA,

Town Saint Salvador, and Bay of the same name.

Situated in latitude 12° 58′ North, longitude 40° 55′ West. The city is divided into the lower and upper town. The lower town is the commercial part, and the upper is that of the dwelling houses and public buildings; there are many handsome gardens in the environs, and several fountains in the city. The President's Palace is a magnificent building, and the Cathedral is likewise a splendid edifice; there are several churches and convents. The hospital, "Da Misericordia," is where the sick are attended free of charge. A medical and surgical college, and some schools for

education. A small theatre and a public walk constitute the amusements of the inhabitants. The harbour is good, easy of access, and any description of vessel can lay here at anchor in safety. There is likewise an arsenal, where several ships have been built for the Brazilian Navy. The population of this Province is about six hundred and fifty thousand souls; and its productions are sugar, rum, rezinous gums, coffee, rice, and tobaceo; and its exports generally consists of the same. This port is frequented by American, English, French, Sardinian, and Hamburgese vessels. The English import a quantity of dry goods, &c.; the Americans, flour; and all take cargo of the produce above stated, either bound home or to foreign markets.

The artificial feather flower is made here by the nuns in great perfection, and are highly valued.

PROVINCE OF PERNAMBUCO.

Situated in latitudes between 7° 30′ and 9° North. The river St. Francisco empties itself into the ocean on its borders. A quantity of cotton is cultivated in this Province, and also a quantity of sweetmeats are made here; the fruits are remarkably fine and abundant. Wood is esteemed here as good and durable for manufacture. The principal wood here is called Pao do Brazil, Brazil wood. The town Olinda is on an eminence;

and has good substantial houses in it, two or three fountains, an Hospital for the poor and sick, several Convents and Churches, and one Church here called the Ancient Cathedral, the largest church in Brazil. There are here also several seminaries for the education of youth. A President, appointed by the Emperor, rules the Province; his residence is near the Botanical Garden, a very well conducted establishment. The population of the Province is about three hundred and forty thousand. Trade here is fluctuating; but always enough to keep several American, English, and French houses active in business. The principal productions are cotton, sugar, tobacco, and coffee; and the exports are the same. The orange of this Province is considered the first in Brazil.

THE PROVINCE OF MARANHAN,

Is situated between the latitudes 1° 16′ North and 7° 35′ South. Being near the equator the weather is rather stormy during the months of October, November, and December, they being the summer months. The face of the country is generally level; the wood is abundant and fine for manufacture; they cultivate rice here, and their fruits are delicious and plentiful; they also cultivate large quantities of cotton. A quantity of

gums are found here, as also many minerals. St. Luis is the capital. The only buildings of any note it has, are two Convents, an Hospital, and the President's residence; the market is generally well supplied, and there is always a great abundance of fish, which is very fine; the Harbour admits of any sized vessel coming up to anchor, and is defended by two forts.

The population is two hundred thousand souls in the Province. Commerce is pretty briskly carried on by the English, and some few Americans and French.

The English export annually, considerable quantity of cotton for manufacture.

THE PROVINCE OF PARA.

The greater part of this Province is situated on the equator, confined by the ocean on the North, and by Maranhan on the Northeast by Dutch Guineé on the South—Mata Grossa, and confines of Peru, on the West. Its climate is salubrious, but the weather is generally sultry, and rains are very frequent at mid-day. The forests abound with large and splendid trees, flowers, and shrubs, fruits and vegetables are abundant; medicinal plants and gums are also found here in abundance; also minerals and precious stones, and other rich productions. They have a great quantity of cattle

here, which generally goes wild. In fact the inhabitants are not so much civilized as those farther South. The river Amazon the most renowned in the world runs through this Province; the Harbour is capacious and capable of receiving any kind of shipping at anchor in safety.

Cocoa, Sarsaparilla, Sassafras, Columbo, and Ipecacuanha, are very abundant here.

Population, one hundred and seventy-six thousand in the Province.

PARANAGUA,

A port, belonging to the Province of St. Pauls, in latitude 25° 31′ 3″ South, longitude 50° 56′ W. The produce exported from the port, consists of wood for manufacture, sugar, coffee, rice. The Harbour is capacious. Some few Hamburgese vessels have traded there with success; fish is abundant and cheap.

SANTOS,

A town in the Province of St. Pauls, situated near the sea, in latitude 23° 56″ South, longitude 48° West. It has many good dwellings in it, as also some fine Churches, two Convents, and a Hospital for the poor

and sick. The President's dwelling in this town is called the Palaçio; this building was built and once occupied by the Jesuits. There is a considerable coasting trade here.

Sugars are generally exported from this port by foreign vessels to Europe. The river is large and spacious, and admits of any class of vessels passing up; the entrance is defended by a fort, beyond which there is another. The soil is rather sandy; the climate, though rains are very frequent, is very salubrious; fruits are not very good here; fish is abundant and cheap.

The population is about ten thousand souls.

SAINT CATHERINE,

An island, situated near the coast of Brazil, and under its dominion, in latitude about 28° South. The entrance of the river is defended by two forts. The country is fertile, and abounds in water; fruits, and vegetables of Europe can be cultivated here. The great export formerly of this Province, was whale oil. The people are very industrious. The trade of this place is inconsiderable; one American house does most of the foreign business here. The population is about fifty thousand souls. American whalers touch at this island frequently for supplies, &c. The articles of foreign

production, imported and manufactured here, are commonly brought round by coasters from Rio de Janeiro. Some flour goes direct from the United States. The Harbour is commodious and safe. Handsome feather flowers are made here by the nuns. They likewise raise Indian Corn and Beans in plenty, which is generally sent round by coasters to Rio de Janeiro for market.

RIO GRANDE DO SUL.

This Province is situated on the Sea Board, in latitude between 28° 53′ and 33° South. It produces an immense number of Wild Cattle, and the principal export is Beef and Tongues, salted and barrelled up, Hides, Tallow, Jerked Beef, Ox Horns, Indian Corn, Beans, &c. The climate is temperate, rather cold, and the air salubrious, the soil sandy. The fruits and vegetables of Europe can be, and are, cultivated here; the Peach is fine and abundant. The People differ in disposition to the rest of Brizilians; they pride themselves, upon what they call or consider to be liberty, and the enjoyment of equal rights; giving rise to civil commotions, injurious to the peaceful prosecution of lawful pursuits, to social intercourse, and general benefit of the State.

PORTO ALEGRE,

Is the capital of this Province, latitude 30° South and longitude 54° West. The town has the appearance of an amphitheatre; the President of the Province, and other high authorities, reside here; the buildings are generally good, but few of note. The fruits generally are abundant and excellent.

American, English, and other vessels, must necessarily lighten their lading at Rio Grande, so as to be enabled to proceed up to Porto Alegre, the river depth of water not admitting the ascending of a heavy ladened vessel. The American trade has increased considerably within a few years, and has generally been transacted by the commercial establishment of Isaac Austin Hayes, Esquire, at Rio Grande and Port Alegre. The population of this Province is estimated at about one hundred and seventy thousand souls.

ST. JOSEPH OF THE NORTH,

A town of the Province of Rio Grande do Sul, situated on the Eastern side of Ducks Lake, one league above the Bar, opposite of the town of St Peter, it is the anchoring place for the ships which take in cargo on the South side of the Island. It is situated on san-

dy soil, which shifts with the wind, to the degree of covering up buildings, notwithstanding which, there are some good two story houses built of brick. This place abounds in provisions, and is very commercial.

LIST OF THE PLACES

Where Custom Houses are situated, according to Article first of the Regulations.

Rio de Janeiro,
Bahia,
Pernambuco,
Maranhan,
Para,
Rio Grande and St. Joseph, North,
Port Alegre,
Santos,
Parahiba,
Ceara,
St. Catherine,
Alagons,
Serigipa,
Espirito Santo,
Rio Grande, North,
Paranagua,
Parnahiba,
St. Peters, South.

FOREIGN VESSELS OF WAR

Of Friendly Powers with the Empire of Brazil.

Regulation upon sailing out of the Harbour of Rio de Janeiro, at sunset, or before the break of day.

During the absence of a Diplomatic Agent of the United States, at the Court of Brazil, which was, from the departure, after taking final leave of this Court, of the honorable E. A. Brown, Chargé d'Affaires of the United States, in April, 1834, until the arrival of the honorable William Hunter, (successor of Mr. Brown,) who arrived at Rio de Janeiro in January, 1835.

Don Aureliano de Souza e Oliveira Coutinho, one of His Majesty's, the Emperor's Council, Minister and Secretary of State for the Affairs of Justice, and charged with the Department for Foreign Relations, in consequence of the above stated absence, addressed, as of course, an accredited Agent of the United States, that His Excellency's communication should have its due effect, and addressed John Martin Baker, then United States Consul for Rio de Janeiro, residing in the city.

The communication is important to Vessels of War of Foreign Nations upon the intention of sailing out of

the Harbour at sunset, or during the night, designating the Regulation approved by His Majesty, the Emperor, and the form of signal to be made, so as to pass the Fort of Santa Cruz, thereby to avoid accident, and prevent any circumstance which would in any wise interrupt that harmony and good understanding now existing with foreign powers.

Official Note from His Excellency, the Minister of State, charged with the Department for Foreign Relations, to John Martin Baker, United States Consul.

[TRANSLATION.]

The undersigned, one of his Majesty's, the Emperor's Council, Secretary of State for the Affairs of Justice, and charged with the Department for Foreign Relations, has the honour to communicate to Mr. J. M. Baker, Consul of the United States of America, that the Government of His Imperial Majesty, desirous to avoid any disagreeable event, upon the sailing of the Vessels of War, of Friendly Powers, leaving this Harbour at sunset, or before the break of day, has ordained the observance of the Orders contained in the enclosed copies, which the undersigned, hastens to transmit to Mr. Baker, praying him to communicate the same to the Officer commanding the Naval Forces of the United States, anchored in this Harbour.

The undersigned renews to Mr. J. M. Baker expressions of his consideration and esteem.

PALACE OF RIO DE JANEIRO,

July 31, 1834.

(Signed) AURELIANO DE SOUZA
E OLIVEIRA COUTINHO.

[REPLY.]

UNITED STATES CONSULATE,
RIO DE JANEIRO,
August 2, 1834.

The undersigned, Consul of the United States of America, for Rio de Janeiro and Dependencies, has the honor to inform His Excellency, Don Aureliano de Souza e Oliveira Coutinho, Minister of State, &c., &c., that a Translation of his Excellency's Official Note of the thirty-first ultimo, which the Minister has been pleased to address to the undersigned, with the enclosure, will be sent to the Commander of the United States Naval Forces, upon this station, without loss of time, agreeably to his Excellency's request; and avails of this occasion to renew to Don Aureliano de Souza e Oliveira Coutinho sincere sentiments of the highest consideration and respect.

(Signed) JOHN MARTIN BAKER,
United States Consul.

FORM ESTABLISHED

To be observed, and signals to be made by Vessels of War of Friendly Powers, upon their sailing out of the Harbour of Rio de Janeiro at sunset, or before the break of day.

Example of the notification, timely to be communicated to the Officer commanding Fort Santa Cruz.

On board his Majesty's ship Wellesley, nineteenth September, 1825.

His Britanic Majesty's ship Blanche, intends to leave the Harbour this evening after sunset, or some time during the night, and will hoist two lights perpendicularly at the Mizen Peak, as a distinguishing signal to the Fort.

(Signed) GEORGE EYRE,

Rear Admiral, Commander-in-Chief, or Senior Officer, Commanding His Majesty's Ships and Vessels.

To the Officer Commanding Fort Santa Cruz.

[translation.]

His Majesty, the Emperor, having approved of the method proposed by the Rear Admiral of the British

Squadron, anchored in this Harbour, officially communicated by His Britanic Majesty's Consul General, Henry Chamberlain, Esquire, and likewise by the Rear Admiral, for notifying the Fort of Santa Cruz upon the Vessels of War of His Britanic Majesty intending to sail out of this Harbour at sunset, or during the night. His Majesty directs, through the Department of War, that this communication be made to the Lieutenant-General and Military Governor of this Court and Province, for his information and observance in passing the necessary orders for its due fulfilment.

(Signed)

JOAO VEIRA DE CARVALHO.

A True Copy:

(Signed)

LUIS DA COSTA
F. ALMEIDA.

PALACE, *September* 23, 1825.

[COPY.]

UNITED STATES CONSULATE,
RIO DE JANEIRO,
August 5, 1834.

Commodore JAMES RENSHAW,
Commander-in-Chief of the United States
Naval Forces on the Coast of Brazil.

SIR: I have the honour to communicate herewith translation of a note addressed to me by His Excellency,

the Minister of State and Secretary for Foreign Affairs, under date the thirty-first ultimo, accompanied with an enclosure in English, copy of which is likewise herewith enclosed; which last is the form designated, of signals, &c., for Vessels of War of Friendly Powers, to be adopted upon their sailing from this Harbour at sunset, or before the break of day. And which, at the request of his Excellency, the Secretary of State, I have the honour to communicate to you, sir, without loss of time.

I have the honour to be, sir, with respect,

Your obedient servant,

(Signed) JOHN M. BAKER,

United States Consul for

Rio de Janeiro and Dependencies.

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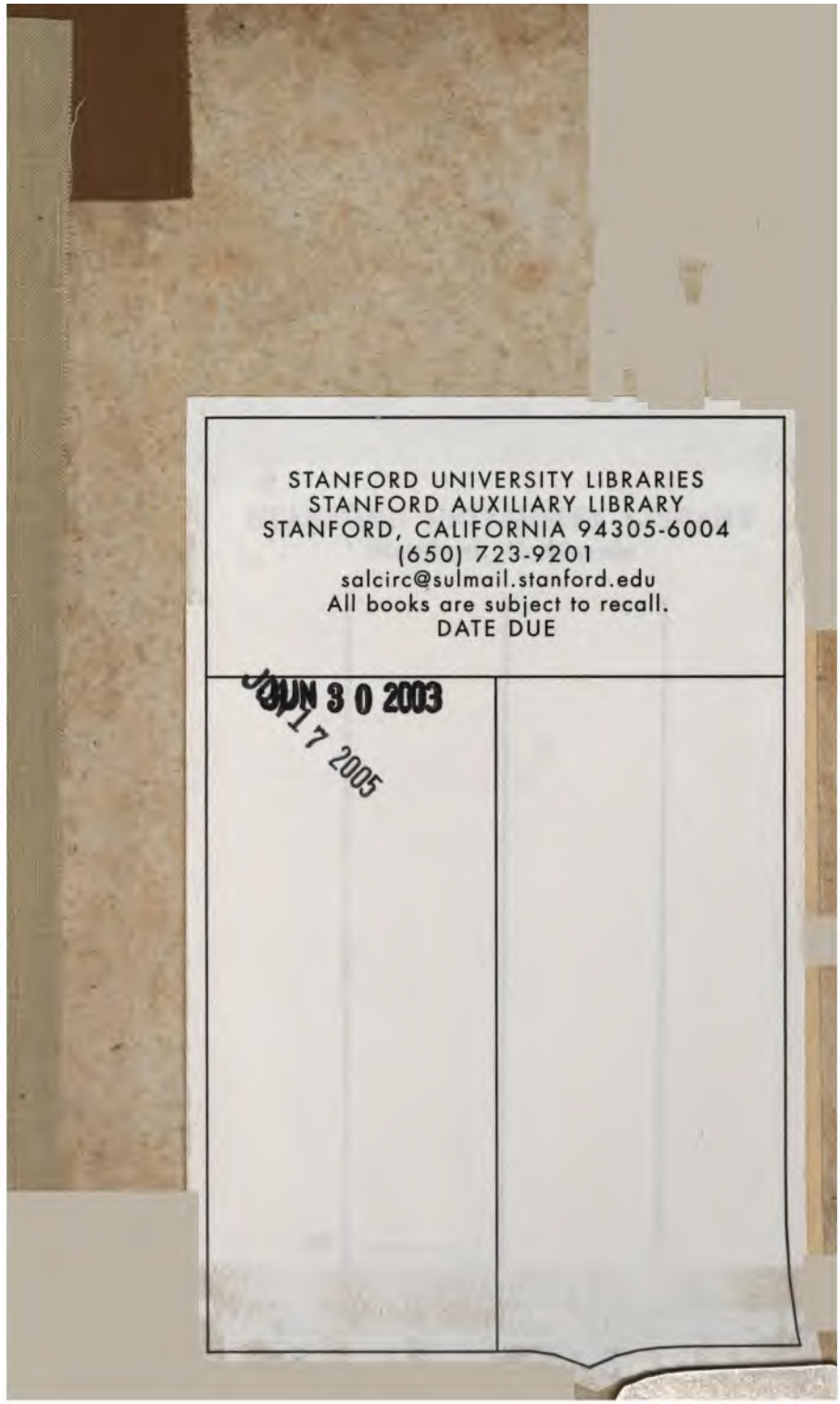

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